### Our Golden Offer!

Still holds good from

July 7th to 14th, inclusive.

us on the above named dates, we will give a Handsomely Chased and Engraved Solid Gold Watch, stem winder and setter. You may say, how can we afford to do this? Well we have taken these watches from a large dealer in exchange for lots at TUXEDO, and not being in the leweiry business, have concluded

to give them away as souvenirs of this beautiful suburb. Bear in mind also, that we are selling the very best lots ever offered around Washington at the low price of

#### \$40 and Up!

Small Payment Pown; \$1 Workly. Ten Per Cent OFF for No Swamps. No Malaria, but Pure Alr, Pure Water, Perfect Drainage, is what you get at

# UXED

Situated on the main stem of the Penna R. R., in Prince types County, No., within a few minutes' ride of the city

Trains leave every day at II:40 a. m., 4:30 and 6 p. m, from depot, Sixth and B Streets N. W. Circulars and tickets at our office or from our agents at depot.

TUXEDO COMPANY, 623 F St. N. W.

## Do You Want Cheaper Gas?

If so, write your name and address in this coupon and send it to THE TIMES.

NAME

**ADDRESS** 

You can help to save Washington a half million dollars each year by writing your name and address in the above coupon and sending it to THE TIMES, to be used in preparing a petition to Congress asking for cheaper gas.

the several departments should not be per-mitted, under a statute-at-law, to receive or countenance any claim whatever, unless the same shall be in the form of a judg-

Real Estate Transfers.

Joseph Ambony and wife to Samuel
E Allen, jr., part of lot 4 square 515, \$10.

Lewis E. Breuninger and wife to John F.

Heighta. \$10. Samuel Cross and William E.

Edmonston to J. C. Howell, lot 18, Mackey subdivision, block 10, LeDroit Park,

Michael Colbert and Charles H. Pgrker to Alexander W. Eaton. West half of lot 28, Colbert's subdivision, square 542, \$1,000 Same to John A. Rochford, part of lot 27, same subdivision, square 542, \$1,000 District of Columbia to Margaret E. Johnson, lot

William C. Hill and Thomas Hichcock to Henry Voss, let 16, Corcoran's subdivis-ion, square 587, \$150. Audolph A. Hochling, jr., to Crammond Kennedy, let 26, Davidson's subdivision, square 220, \$19,500. Henry King, jr., to Mary Boesekowfski, let 5, square 904, \$10. Jacob 8, Redman and Jas. H. C. Wilson to John T. Gaskins, lets 9, and 22; block 5, but 31.

Guskins, lots 9 and 22, block 5; lot 31, block 6; lots 14, 22 and 24, block 7; lot

block 6, lots 14, 22 and 24, block 7; lot 22, block 11; lots 4 and 23, block 12, Garfield Heights, \$100. Edward J. Stell-wagen and John Ridout to Jesse B. Wil-son, lot 16, square 3, Connecticut Avenue Heights, \$6,400. John D. Sullivan to George W. Ray, south 20 feet of north 60

feet lots in and 66, square 93, Georgetown, \$10. Charles C. Ubhoff to Joseph F. Batchedder, part of lot 210 and part of Church of England lot. B and H addition,

square 108, Georgetown, Thomas E. Wag-

gaman to Lewis E. Reuninger, lot 38 in

Waggaman's subdivision, block 13, Le Droit Park, \$6,000.

Officers Insta-1.

Mount Verson Castle, No. 5, K. G. E.,

ield an interesting session last Thursday evening, and after instructing a candidate

in the first degree, the following officers were installed by Grand Officers Charles

were installed by Grand Officers Charles
Kattlemanu, jr., and W. Hennessy Smith;
P. C., L. C. E. Ruppert, N. C., W. H. Smith;
V. C., J. Mont. Beall; C. of E., E. L. Walter,
K. of E., C. E. Eogels; M. of R., J. D. Wilson; S. H., F. J. Sylvester; V. H., A. S.
Jones, H. P., R. D. Crompton; W. B.,
E. G. Decker; first guard, H. Yenney;
second guard, J. H. Wilson, W. C., Charles
Kattlemanu, jr.; trustee, Capt. Woolman
Gilsson.

American Temple, No. 3, L. G. E., at

American Temple, No. 3, L. G. E., at the last session of July 5, '95, the follow-ing officers were installed by Grand Chief Adams: P. T., Mrs. I. Thompson; N. T., Mrs. Ella Scott: V. T., Miss Alice Ward; prophetess, Mrs. Mary Tavender: priestess, Mrs. Katle Robey; M. of C., Mrs. Fanny Donaldson; G. of M., Mrs. Katle Frey; G. of I. P., Miss Mattie McKinpey; and G. of P. Mrs. Katle Robe of P.

G. of O. P., Mrs. Kate Kail; G. of R., Miss Florence Wornersley; G. of F., Mrs. Ober; and G. of F., Mrs. Ida Kerper; with

trustees, J. Thompson, F. Kerper and Geo. Zimmerman, will hold their offices until December 7, '95. P. T. Mrs. L. Thompson

was presented with a handsome spoon as a token of esteem from some members of this temple. Mrs. Tavender making the

The Brott Rapid Transit Company have

The Brott Rapid Transit Company have elected the following directors to serve one year: L. A. Graut, N. L. Jeffries, J. J. Hemphill, C. M. Shelley, Jos. J. Reynelds, E. B. Parker, B. Robinson, V. D. Stockbridge and Goo. F. Brott. The directors have elected the following officers: L. A. Brant, president; George F. Brott, vice president; P. P. Little, secretary; E. S. Parker, treasurer.

Postoffice Contracts Awarded

The Postoffice Department yesterday

awarded the contract for furnishing blanks

slank books, and printed matter for money

H. C. Hallenback, of New York city

Dunian Printing Company, of Philadel phia; the J. Horaco McFarland Company, of Harrisburg, Pa.; the Capital Press

Company, and Byron 8. Adams, of this city. The contract is for four years beginning September 3, 1859. H. C. Hallenback

got the contract for the domestic money order blanks, which will amount to about

Not as Bad as Reported.

J. L. Ryan, of Richmond, who was run fewn by a bicycle Thursday evening and had

his knee dislocated, is rapidly recovering. The rumor to the effect that his leg was

\$360,000 in the four years.

order business to the following firms:

Waggaman, lot 18, block 20, Columbia

#### GOUGING AS A FINE ART

How Ex-Police Sergeant Mullaly

How Ex-Police Sergeant Mullaly Lends His Money.

ONLY SIX PER CENT. HE SAYS

Nevertheless Colored Messenger Bawkins Has Already Paid Him Ninety-Nine Dollars on a Note For Ninety and There Are Sixty Dollars Still Due-Shylock Still on the Force.

Money lending to District government fistly as a paying business received some attention a few days ago in The Times, There are more money lenders than one in this sanctimonious trade, all of the papers in which are all right on their tace.

One of the principal lenders to the clerks and others is ex-Police Sergt. Mulialy, who be even now in the employ of the District vernment. He is still a policeman, but who has the repute of being worth \$80,000.

to the District government building, has Hawkins says he borrowed \$90 at a time. When the potes were first made, no interest.

to the messenger and had him to crase the ted line and write six per cent in the space. MORE THAN THE PRINCIPAL This happened in 1893. Since then

Hawkins says he has paid up four of the notes, making \$44, and \$5 a month for eleven months, making \$55, which, added to the \$44, makes \$99 he has paid on a \$90 its. The messenger says be has been in

formed by the ex-sergeant that there is still due \$60, and that such a statement has been made to Commissioner Ross. This money lender, by the way, was paid \$5 for each of the cieven mouth by Audis not in the business from philanthropic

It is quite probable, however, that the District building officers do not know for District building officers do not know for what reasons and with what charges of interest these mouthly payments are made by the clerk.

This money-lender and the messenger and The Times net vesterday in the first corridor of the District building. The passenger desired to know when the meaneyed man would send him a written statement to prove that there was \$60 still due. The policeman said that he hadn't time yet.

The Times asked blm what interest he had charged the messenger.

ONLY SIX PER CENT.

\*\*Oh, only 6 per cent," was the prompt He was then asked if an eleven-dollar note with 6 per cent interest meant 6 per cent on a loan of \$10. He begged to be excused from answering, except that the papers would show for themselves. The momenger brought down four of the paid-up notes to The Times yesterday, and

ot interest. The measurings then insisted on an explanation of the \$50 still due. The lender differed with him, rathing that it was only about \$55, and pet the messenger has reoriginand paid-up notes to the amo ntof\$99. A somewhat singular phase of the case is that the money-lender is credited with having sudesvered to force payment of this money which he claims to be due, through one of the higher officers of the

they are made out for \$11 mouth with 6

pilding. It is not likely that the claim can be pushed through in that way.

Editor Times As you have so ably rendered effective service in bringing about several important reforms, I wish to suggest one of great benefit generally to the thousands of government employes in this

As the case now stands, every one of As the case now scanda, every one of them is a subject for blackmail by any un-principled creditor who may come along and exact more than his due, for invariably instead of bringing a suit at law they threaten to file charges before the department, and under a Democratic administra-tion many employes settle claims which no court would compel them to pay, for fear

f dismissal.
This should not be so. The heads of

To Be Built by the Navy During the Current Year.

LIKE MAGNIFICENT YACHTS

Both Steam and Sails Will Be the Propelling Power-Must Be Independent of Docking Facilities. Economical in the Use of Coal-To Be Lighted by Electricity.

Six magnificent steam yachts, such as could be owned only by the incky possessors of many millions of dollars, will be built by the navy during the current fiscal year, and although they are to be finer than similar ressels of their class they promise to be all around the most useful steps belonging to the United States government.

By act of Congress, aproved March 2, 1895, provision was made for the construction of six light-draft, composite gumbonts, the individual, constructive limit of cost being \$230,000 exclusive of the cost of armoment From this authority Chief Constructor Hickborn and Engineer in Chief Melville have drawn designs for entirely novel types of warships, involving for the first time in government vessels the principle of composite construction, the framing being of steel and the hull of wood.

The essential reasons for the construction of vessels of the composite type are that they are largely independent of docking facilities and economical in the use of fuel. The exfoliation of the copper causes the barnacles, gross, etc., to be released as soon as the vessel is put in motion, and the oction is made comparatively clean, thus | row, crooked rivers, owing to the greater

about one-quater of its designed power, which is within the limit of reasonable economy, and in the other case the engine is working at only one-eighth its actual power. As the power required to drive a vessel varies as the cube of the speed the coal hurned per knot will vary as the square of the speed, or in other words with two engines of equal economy, one of which would drive the boat ten knots and the other eight knots per hour, the first would burn 100 tons of coal in going the same burn 100 tons of coal in going the same distance as the other one would run in

burning sixty-four tons. This illustrates the advantage of having engines which are economical at slow speeds. This was the principal reason why low-powered machinery was put in these ships.

These boats will require at twelve knots,

their maximum speed, 800 indicated horse-power; at ten knots, 450 indicated horse-power; at eight knots, 250 indicated horse-power. The capacity of the bankers will be about 250 tons.

CONSUMPTION OF COAL. The coal consumption for all purposes at full power will be about twenty-two tons per day, giving a stemming radius in smooth water of 3,250 knots. 'At ten knots the coal consumption will be about twelve tons per day and the steaming radius will be about 5,000 knots. At eight knots speed the coal consumption would be about eight and one-half sans per day, and the steaming radius will be about 5,650 miles, making it possible to rauthem at that speed from San Francisco to New Zealand.

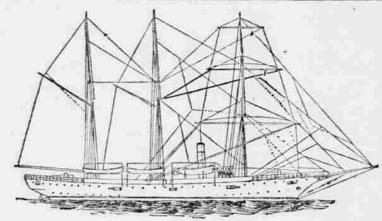
The steaming radius of small ships is greatly affected by the wind and weather. The large Atlantic liners plow through all kinds of weather, and only the hardest storms affect their speed, and then only to a limited extent. These boats, when steaming arguest a producately hard wind and ing against a moderately hard wind and sea will have their speed decreased two

sea will have their speed decreased two or three khots.

The single-screw boat will be affected much more in this respect than the other one, since her spars and rigging will catch more wind. She will also be troughed more by her engines racing, since her screw will not be so deeply immersed as

that of her rival.

The great gain in the twin-screw ship will be the ease with which she can steam in and out of barbors and up par-



designed speed with a minimum consumption of coal. VERY SERIOUS OUTLAYS.

The docking expenses, whether at home or abroad, and the cost of fuel are two very serious outlays that these vessels are counted upon to minimize, while their ac ivity, range of action, and general ef-

fictency are greatly increased. The six vessels will be of two radically differing types; one type carrying full sail power and propelled by a single screw, the other type having steady sails only and propelled by twin screws actuated by two senarate corines. Their principal dimen-

subdivision, block 10, LeDroit Park, \$3,350, Benjamin W. Hoiman to Laura	separate engines. It		ipai dimer
B. Chamberlain, lot 246, Holman subdivis- lon, Mount Pleasant, \$10, Joseph F.	Sir Length on load water	gle Screw Type,	Single Scre Type.
Batchelder to Walter T. Wright, part of for 210 and part of the "Church of	line	168 feet,	174 fee
England" lot, square 198. B. & H. addition to Georgiown, \$10. Timothy J. Callag-	load water line Draft, normal, to bot-	85 feet	\$4 fee
han to Walter Heiston, lot 279, in Due-	tom of keel	10 feet.	12 fee
bay's subdivision, square 1004, \$10. Michael Colbert and Charles H. Pgrker		,000 tons.	1,000 top
to Alexander W. Enton, West half of lot 28, Colbert's subdi-	Indicated horsepower	800	500
vision, square 542, \$1,000. Same to	Speed an hour in knots	12	12

The single screw vessels Nos. 10, 11, 12 and 13 have finer lines than the other two and carry a spread of 11,000 aquare feet of canvass. Under sail alose they will make 10 knots with a stiff wind and a of Columbia to Margaret E. Johnson, lot 4, square 3, Ivy City (tax deed), 73 cents. Kirkwood Flora to John Sherman, parts of lots 8 and 9, block 42, Holmeni's sobdi-vision, Holmead manor, \$10. Walter Hisston to Eva A Callighan, lot 279, Duchay's subdivision, square 1004, \$10. fairly smooth sea while in the trade winds for a long voyage they can be relied upon make long cruises at the rate of 6 or 8

> precented, allowing the shafting and screw to revolve simply by the action of the passing water, and so slight is the re-tarding influence of the screw thus disengaged that there is every reason to expect a sailing speed fully equal to the

> The engines in each type are designed to develop the same horse-power and to in-duce the same speed, that of tweive knots, differing only as regards shafting, num-ber of screws and incidental division of

For the twin-screw gunboats the engines will be rights and lefts, each in a separate wall be rights and lefts, each in a separate water-tight compartment, and will be of the usual vertical, direct-acting, triple-expansion type, with a high-pressure cylin-der of twelve, eighteen and a quarter, and twenty-six inches respectively, having a common stroke of eighteen inches, capable f developing 800 horse-power with 200 evolutions per minute.

The engines of the single-screw boats will law to have two of these vessels built on the Pacific coast, two on the Atlantic,

case and safety with which twin-serew ships can be steered. But the sailing type can reel of seven or eight knots an hoar inpermitting the vessel to maintain her | definitely on long cruses, at no cost for fuel, and for morths at a time in active can be totally independent of coal-

> LIGHTED BY ELECTRICITY. The single-screw boat will be lighted by electricity, and provided with a steam steerer and steam windlass; space and weight are allowed for these features in the twin-screw boars, but their installa-tion will depend entirely upon their pos-

sibility within the price limit of \$230,000. The armaments, being identical in both styles, will consist of six four-inch, four six-pounders, and two one-pounder guns, all rapid fire, and will be disposed in this order. Four four-inch guns in two butteries, port and starboard, on the gon-deck amidships; the two other four-inch guns being carried on the main deck, one at the bow and one at the stern, each having a wide are of fire. The six-pounder gun will be carried on the gun-deck, two well forward, one on either how, and two amid-ships between the formand guns respectively, in the post and starboard batteries. The one-pounder gun will be disposed where most advantageous on the harmoneck berthurs.

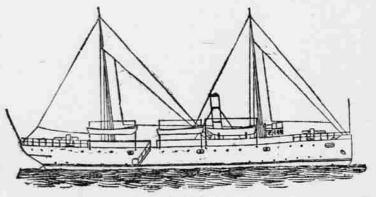
For the six-pounder, there will be For the six-pounder there will be 1,235

The character of the service for which these gunboats are particularly designed requires that they be exposed to muskerry and the bousing the major parts of the battery by an unbroken deck, besides adding materially to the Stiffness and strength of the vessel, gives admirable protection to the guns' crew in action.

This necessarily exposed position of the bow and the stern guns is justified only by their are of fire and possible use-fulness in running action, while for river service, for which the boats are particu-larly fitted, the disposition of the gun-deck battery is all that could be desired. MOST COMMODIOUS. Each of the vessels will carry about ten

officers 125 enlisted men, and a small guard of marines, numbering, perhaps, ten men. The vessels are so commodious however, that for special duty a very much larger complement could be accommodated. or a large number of refuges could be taken aboard.

Secretary Herbert, who is compelled by law to have two of these vessels built on



also be of the triple-expansion type, with | and two on the Gulf, if possible, has invlinders of the following diameters. en and a quarter, twenty-three and a half, and thirty-six inches, with a common stroke of thirty inches, and to run at 150 revolu-tions per minute when developing the re-quired 800 horse-power. Each boat will have two single-ended

'Scotch" boilers with two corrugated furnaces each three feet in diameter. Each boiler will have a diameter of ten and one-half feet, a length of ten and one-half feet, with thirty-nine square feet of grate sur-face and 1,250 feet of heating surface, mak-ing a total heating surface of 2,500 square feet and a total grate surface of seventy.

They will have moderate forced draught induced by two blowers for each boat, sup-plied directly in the ash pit. The boilers will be placed side by side in the same compartment, with a common fire room.

The normal coal supply of the single-screw boat will be 100 tons, with a total bunker capacity of 238; the normal coal supply of the twin-screw boats will be 120

LESS SPEED AND POWER. These gunboats have been given much less speed and only about half the power which it lately has been the practice to put in boats of their displacement. The great advantage of this idea consists in allowing a boat of a given size to carry more coal, since the machinery weighs less, and drives the boat much more economically at slow speed. Thus at eight knots these boats will require at the fort, return mum power of the engines be 800 or 1,600.

In one case the engine would be working at trip, \$3.50. See ad-

contractors, and not more than two of the gunboats to be built by one contracting The framing of each of the boats according to the specifications will be of steel from the keel up to and above the water line; the

vited bids under two leads.

Those based upon the plans and specifications of the Navy Department and those

based upon the designs and plans of the

upper edge of the wood plank will hap the top side plating about three feet. Plank of Georgia rine will be worked on the frames, secured thereto by composition bolts in such manner as to prevent galvanic action. The outside surface of the plank will be conversed. coppered.

No plating will be worked on the under water body of the vessel, except the keel plates, a strip of plating on each side of the keel plates under the boilers to form the lower portion of a water tank and narrow strips for the plates under the longitudinals and bligs keels: The entire top sides will be plated as on steel vessels.

Throughout the machinery space, an inner bottom of plating will be worked, giving added strength to this part of the vessel, enabling the bliges to be kept clean, and coppered .

enabling the bilges to be kept clean, and affording additional means of safety should the outer bottom be ruptured.

Spend Sunday on the Water. Take the paintial "Newport News" for Ft. Monroe at 8 a. m., which gives you an all-day sail and two hours at the fort, returning to city 7 a. m. Monday morning. Fare, round

#### ON THE DOWN GRADE.

Gradually Your Tender Nerves Grow Weaker-At Length You Will be Harassed by Nervousness and Sleeplessness.

When the vital forces are sapped, the manly vigor spent, and the nervous energies undermined, life becomes a burden. The person is handicapped in the race of life. Many of our young men become despondent, have ringing in the ears, palpitation of the heart, uncertain and evershifting pains, spots or specks before the eyes, headaches, duil and sleepy days with waking nights. They know there is something wrong—radically wrong. Still the family doctor says, "randown," "tome," "bilious attack," until life becomes a barden too great to be horne. Then comes nervous breakdown, prostration, or worse. These drend consequences could easily be averted by consulting a skillful specialist.

Many men are sufferers from nervous debuilty, impaired memory, low spirits, and ndent, have ringing in the ears, palpidebility, impaired memory, low spirits, and the various derangements of body and mind due to permicious habita contracted in youth, or to later excesses, resulting in a loss of manily power, wrecked constitutions, and not infrequently in softening of the brain, epilepsy, paralysis, and even insanity. To reach and reclaim these unfortunates is one of Dr. Walker's aims, and he has been the

tor. Waters aims, and he has been the cans of restoring hundreds of them to call hand happiness. Dr. Waltermay be consulted free of charge, crosmally or by letter. His well-known and arium is at 1411 Penesylvania avenue, adjoining Willard's Hotel. adjoining Willard's Hotel. Office hours 10 a. m. to 5 p. m., and Wednesday and Saturday evenings from 7 to 8. Sunday hours, 10 to 12 a. m. Charges for treatment very low. In response to many inquiries for Walker assures the public that all interviews are confidential.

afidential. Names of patients who have en cured are never published without their

#### RECORD OF THE COURTS.

Equity Court, No. 1-Chief Justice Bing nam-Larner vs. Gideon, sale decreed, Ed-monston, Larner and Myers, trustees to ell. Bliss vs. Doubleday; receivers ordered to return certain property to the de Eckington Railway Company vs. perdant. Econoton Kanway Company vs. District of Columbin; migniction denied and bill dismissed. Biss vs. Doubleday, parties required to file statement of business. Me-Donald vs. McDonald; testimony before C. E. Thomas; examiner, ordered taken. Albright vs. Gregg; defendants required to bright vs. Gregg, detendants required to turn over promissory note to administratifx. Criminal Court, No. 2—Justice Cole.—Celso Carsar Moreno; libel, bench warrant re-turned cephi; defendant arraigned and plead not guilty; ball fixed at \$1,000 and recog-nizance taken; Thomas Kirby, surety. John W. Funk; false prefenses; order to pay Robert W. Homer attentiones fees and tule-Robert W. Hunter attendance fees and unle age. District of Cohmbia vs. Thomas J. Sweeny, selling liquor to minors, order setting aside forfeiture of recognizance upon payment of costs. Circuit Court No. 1, Justice Cole—Math-

ews vs. Hart, judgment by default. Circuit Court No. 2. Chief Justice Bing. ham—Keane vs. Gilson, rule on marshal to show cause. White vs. Metzerott and others, order for return of deposit to plain-

tiff's attorieys.
Probate Court, Justice Cole -Proceedings

estates as follows: Frederick Douglass answer of Lewis H. Douglass filed; order allowing administrator with the will at-tached to advance \$3,000 to the widow. Mary Jane Johnson; affidavit of Richard J. Collins filed; cause continued. George Samuel; order admitting will to probate Samuet; order admitting will to probate and record, and granting letters testamentary to Jacob Kohner; bend, \$12,000. Robert B. Hine; order admitting will to probate and record, and granting letters testamentary to Mattle McHine; special bond, \$1,000. William H. Crombine; order admitting will to probate and record, and granting letters testamentary; Paul H. Crombine, hond, \$500. Celia E. Andrews; petition and order of sale; executiv, Sylvia L. Hilss. Henry E. Gross; petition of John A. Gross for letters of administration and as Gross for letters of administration and as sent of next of kin thereto; flied; order granting prayer; spe-cial bond, \$500. Clara V Pope; order authorizing administrators with the will papers described in petition. In re Thomas attached to turn over to Fred. E. Fuller papers described in petition. In re Thos. M. Fields, guardian to A. M. Dunn and others, order directing guardian to report by July 22. Jas. L. Barbour, order of 10th list. returned served on Harrison 8. Bar bour July 11. Affred Wallace, will dated February 5, 1891, appointing Horace L. Piper and Robt. E. Bradley executors without edicil dated January 2, 1894. of Isabella Wallace for probate. David McIntire; petition of Sarah McIntire and others for payment of \$500 to their proctor and order granting \$500 to their proctor and order granting prayer. Casper Barber; Rudolph Elch-horn, executor; final notice issued with the approval of the court on application of the executor appointing August 9 for the set-tlement provided proper publication be made. Mary E. Shepherd; petition of John A. Shepherd for letters of administration and order cruting prayer, special bond. A. Shepherd for letters of administration and order granting prayer, special bond, \$2,100. Wm. S. Lincoln; report of Lewis E. Payson, administrator, and exhibits attached filed. Joseph Farrell, guardian; petition and order of appointment, bond \$600. Francis M. Furlong, guardian; petition and order of appointment, bond \$900. Arthur St. Denver; will proved by the two surviving winesses. Orphans of Samuel Bond; proof. tnesses. Orphans of Samuel Bond; proof publication filed; order removing Giles Rush as guardian and appointment of Bend, F. Leighton, bond \$4,000. Jus. F. Hartigan; order of reference to Richard L. Wallach, examiner to take testimony. Reuben S. Parks, petition of Wm. S. Parks filed. In re Washington B. Williams, guardian; petition for an allowance filed; cause continued. Laura Green, engrifian transcontinued. Laura Green, guardian; trans-cript of birth of Laura Campbell, filed to orrest record from health department. In re Rosy Elizabeth Meades; order sustaining prior demurrer. Peter McNamara; affi-davit of John J. Johnson filled. Selnyn T. Lewis; agreement filed and cause con-tinued. Sidney A. Lumby; issues framed; transmittal to circuit court for trial by jury and ordered to be filed.

Baltimore Markets Baltimore, July 12.-Flour quiet, un Battimore, 3dly 12—Floor quiet, and changed receipts, 6,775 barrels; sales, 800 barrels. Wheat unsettled and higher—spot and month, August, 68 1-4a68 1-4. steamer No. 2 sedck/5160,196—boshpis; \$5188,6 1094000 bushels; Southern wheat by sample, 68a70 do. on grade, 64a69. Corn dull-spot 50 month, 49 1-2 bid; August, 49 1-2 bid; September, 49 1-2 bid; receipts, 25.318 bushels; shipments, 8, 571 bushels; stock, 203,931 busheis; Southern white corn, 51a52; do. yellow, 53a531-2. Onts firm—No. 2 white Western, 32 1-2a33; No. 2 good to choice timothy, 16.50. Grain freights steady, unchanged. Sugar firm, 51—stock, 5.896 bushels. Hay steady—stock, 92.836 bushels. Rye dull—No. 2, otherward. Chaese firm unchanged. changed. Cheese firm, unchanged.

Reported by the Grain Exchange

Spring patent flour, per barrel, 4,25a4.50; spring straight flour, per barrel, 4,00a4.25; winter patent flour, per barrel, 4,00a4.15; winter straight flour, per barrel, 3,75a3.90; winter straight flour, per barrel, 3.26a3.50; clipped white oats, per bushel, 36a37; No. 2 white oats, per bushel, 34 1.2a35; No. 2 mixed oats, per bushel, 34 1.2a35; No. 2 mixed oats, per bushel, 31a32; No. 2 yellow corn, per bushel, 54a55; No. 2 white corn, per bushel, 54a55; No. 1 timothy hay, per ton, 17.00a17.50; No. 2 timothy hay, per ton, 17.00a17.50; No. 2 timothy hay, per ton, 14.0a35.00, No. 1 mixed hay ner ton, 14.00a15.00; No. 1 mixed hay, per ton, 14.50a15.00; No. 1 clover hay, per ton, 12.50a13.00; No. 1 cut hay, per ton, 17.00a17.50; bulk bran, per ton, 15.00a 16.00; bulk middlings, per ton, 13.00a 19.00; rye straw, per ton, 13.00a14.00; wheat straw, per ton, 5.00a5.50. The above quotations for car lots delivered on track, Washington.

Half Rates on Saturdays and Sundays to Points on Southern Railway.
The Southern Railway, until further notice, will continue the sale of tickets from Washington to Orange, Straeburg, Round Hill and intermediate stations at one fare for the round trip, on Saturators and Sundays, tickets good to return days and Sundays, tickets good to return either on Sunday or Monday following. Tickets good until October 31 are also on sale from Washington to points on Round Hill and Straaburg branches.

# TAKE

Straw Hats—A Store Full—\$1.25 Hats, \$1 Hats, 75c Hats,

We've bunched 'em all at

"Thirty-nine Cents."

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6746 6946

36

2334

11,52 11.12 | 11.27

8.42

1-Uncle Silas-At a circus yer wanter look out fer them pickpockets, Dick, an'-



2-ef one uv em puts a han' in yes



3-jus' grab him-





